

Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting

Date of meeting: 29th September 2016

Subject: Montague Road Traffic Calming - Results of Public Consultation

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: Hilsea Ward

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. The purpose of this report is to consider responses to the public consultation on proposals to implement traffic calming within Montague Road.

2. Recommendations

- 2.1. **It is recommended that the Cabinet Member for Traffic and Transportation:**
- (1) approves Option 1: to implement traffic calming by reducing the width of the carriageway to a single lane at both ends of Montague Road**

3. Background

- 3.1. In December 2014 residents were consulted regarding the proposed reversal of the existing one-way system in operation within Montague Road.
- 3.2. The postal consultation was carried out during December 2014 until 19 January 2015. From the 149 letters addressed to the residents we received 57 completed voting forms (a return of 38%). The breakdown of the results was that Option one - the existing layout of Montague Road remains unchanged (Traffic would continue to travel eastbound from its junction with London Road to its junction with Beresford Road) - received 38 votes from residents (67%) while Option two - consisting of the proposal to reverse the direction of the existing one-way system within Montague Road (Traffic would travel westbound from its junction with Beresford Road to its junction with London Road) - received 19 votes from residents (33% of returns). Option one received the majority of votes from those residents that participated within the consultation
- 3.3. This option was not supported by residents and was taken before the Cabinet Member for Traffic and Transportation on 05 February 2015 where the decision

was made that the existing road layout remain, as requested and supported by residents.

- 3.4. Montague Road is perceived by residents to have high levels of vehicular traffic due to the presence of a Tesco Express store on the southern side of the junction of London Road/Montague Road. Residents have complained to Councillors of Montague Road being utilised as a 'rat-run' by traffic wishing to utilise the store. Montague Road, along with surrounding residential roads within the vicinity, is part of the citywide 20mph speed limit which was implemented in October 2007.
- 3.5. Residents have also raised concerns regarding the number of vehicles that ignore the existing one-way system. This has been verified through a review of penalties issued within this area. The Parking Team conducted a review of the penalties issued within the vicinity of Montague Road from 01 January 2014 until 14 January 2015. For this time period records indicated that 296 penalty notices had been issued to vehicles within Montague Road that had illegally parked within the area. Residents observed that those vehicles that park illegally within Montague Road to utilise the existing facilities (local shops, cash point machines, etc.) tend to reverse or perform a three point turn to exit back on to London Road. This is in violation of the existing one-way system that operates in a north-eastern direction from the junction of London Road to its junction with Beresford Road.
- 3.6. Vehicles also park illegally within the entrance of Montague Road at the London Road junction, and consideration has been given to implementing measures to prevent this from happening. The proposed measures would make the parking self-enforcing at the junction and prevent vehicles from violating the existing one-way.
- 3.7. A further request was received from ward councillors asking for residents' views to be canvassed on the introduction of traffic calming within Montague Road. A postal consultation was carried out with residents of Montague Road and Beresford Road (from its junction with Kirby Road to its junction with Stubbington Avenue) from 17 May 2016 until 8th July 2016. The results were as follows:-

From the 181 letters addressed to residents we received 42 responses (a return of 23%). The breakdown of the results is as follows:

Option 1 - Implement traffic calming. To reduce the width of the carriageway to a single lane at both ends of Montague Road by allowing the footway to be built out, existing signs re-erected to make the restrictions more visible and bollards will be erected on the footway to prevent parking. - received 30 votes from residents (72% of returns);

Option 2 - That the existing layout of Montague Road remains unchanged - received 11 votes from residents (26%);

One resident responded to the consultation giving no preferred option and stated that the proposals did not affect them. (2%).

A spreadsheet of all responses received, along with comments has been attached to this report as APPENDIX 1.

4. Reasons for recommendations

- 4.1. Option 1, to implement traffic calming by reducing the width of the carriageway to a single lane at both ends of Montague Road, received the majority of votes from those residents that participated within the consultation;
- 4.2. By retaining the existing one-way element of Montague Road, drivers familiar with the area will be less likely to violate the existing one-way Traffic Regulation Order. The proposed traffic calming will also make it more difficult for drivers ignore the one-way, encouraging adherence to the existing Traffic Regulation Order;
- 4.3. The proposed traffic calming will also remove the opportunity for vehicles to park illegally within the entrance of Montague Road at the junction of London Road. The measures would reduce the carriageway at this location to a single vehicle width making the parking restrictions self-enforcing and deterring/preventing vehicles from violating the existing one-way;

5. Equality Impact Assessment

- 5.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal implications

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
 - (a) Securing the expeditious movement of traffic on the authority's road network;
and
 - (b) Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 Any works that fall within the definition of traffic calming works must be carried out in accordance with The Highways (Traffic Calming) Regulations 1999 ("the Regulations")

- 6.4 Traffic calming works are defined as build-outs, chicanes, gateways, islands, overrun areas, pinch points or rumble devices. The proposed works would fall within this definition.
- 6.5 The local authority has a duty under the Regulations to consult with the following persons:
 - (a) The Chief Officer of Police for the area which the proposed changes are situated;
 - (b) People and organisations who are likely to be affected by the proposed changes; and
 - (c) Any other person likely to be affected by the traffic calming works.
- 6.6 Legal Services have been instructed that this Regulation has been suitably adhered to.
- 6.7 A Traffic Regulation Order (TRO) is not considered necessary in this instance on the following basis:
 - (a) There will be no change to the speed limit; and
 - (b) There will be no change to the direction of the traffic.

7. Director of Finance's comments

- 7.1 This scheme forms part of the Local Transport Plan and Road Safety capital scheme which was approved, as part of the overall Capital Programme 2015/16 to 2020/21 by Full Council, on 9th February 2016.
- 7.2 The Local Transport Plan and Road Safety capital scheme has a budget of £85,000 for Traffic Calming schemes. The Montague Road traffic calming scheme is estimated to cost approximately £46,000 and can therefore be contained within the budget available.

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 Signed by:
 Alan Cufley
 Director of Transport, Environment and Business Support

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
NIL	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

APPENDIX 2 - Consultation results and comments:-

Address:-	Option 1 - Build out the existing kerb lines at eastern & western ends of Montague Road	Option 2 - The existing road layout will remain unchanged.	Comments
Montague Road			
	1		People will probably start using the private car parks in Montague Rd which might start more arguments outside.
	1		
	1		How a serious accident has not happened already is anyone's guess.
	1		Have been blocked in car park by illegal parking. No-one wants to take responsibility for enforcing parking.
	1		
	1		A relief to know that something is getting done. Narrowing the top end of Montague Rd may cause the loss of 4 car spaces. Maybe a camera would be a cheaper option.
	1		Volume fo traffic using the road to park or using Montague Rd as a short cut is a big problem. Change direction of flow. Remove parking restrictions on south/west side.Improve signage and road markings for exit from car park.
	1		Would like residents parking to be considered due to number of vehicles from estate agents and local businesses parking in the area.
		1	Parking is already a nightmare. All the estate agents and customers of Tesco park on the road. Option 1 will reduce spaces. Never had a problem accessing Montague Rd, just parking.
	1		
	1		
		1	Ridiculous. Will reduce parking spaces. Ambulances regularly visit Montague Rd and block it for up to an hour. Will be bad for business and encourage Tescos to park further soen Montague Road.
	1		
	1		Can consideration be given to a residents parking scheme? The road is always heavily parked by 8am with estate agents.
	1		
	1		Could you add more 20mph painted on the road and turn left only into Beresford Rd but leave Beresford Rd as is (both ways). This would help rat-runners avoid the north end of Stubbington Ave junction.
	1		A great plan which will benefit residential drivers and all pedestrians. Very well and clearly presented. Thank you.
	1		It is very difficult and dangerous to turn into Montague Rd from London Rd due to cars parked on DYL's. Ignore one-way. As a cyclist it is dangerous to meet a car head on. Taking too long.
		1	Why are the Council spending more money on this? Twice we have already said no to changes. We do not need to lose parking spaces. It is already very difficult to find a place to park.
	1		Potentially only required to narrow the carriageway at the London Road junction as that is where the problems are.
		1	I cannot see the benefit. A waste of money. You could have the same issue with many other roads. Put a one-way sign opposite the entrance to Belham Apartments.
		1	
	1		Always cars and vans doing u-turns back into London road. Vehicles parking on DYLs.
	1		Questions the measures to be implemented at the Beresford Rd junction. Concerned that this will impact and reduce on-street parking spaces in this location.
	1		This is long overdue. I proposed this at least two years ago.
		1	Convenient to park on DYLs to unload golf bag, etc. As there are no problems at the east end the works are a waste of money. Works at the weterm end will not prevent drivers turning behind Belham Apartments and driving out against the one-way system. Nor will it prevent them reversing into London Road.
	1		Still in dispute with a heavy goods vehicle that damaged building.
Beresford Road		1	
		1	
	1		
	1		
	1		Introduce Residents Parking in Beresford/Montague/Kirby Road?
	1		Prefer not to narrow at Beresford Rd end. Will impact parking as 2 vehicle can park on existing DYL's. These do not hinder visibility or access anymore than narrowing it.
	1		
	1		Do not see the need for traffic calming at the eastern end. Lorries will not be able to make the turn. Pavement outside 108, 110 and 112 has to be repaired frequently and it will make the issue worse
		1	Do not see why the eastern end needs to be narrowed. We do not have issues that end. More difficult for large vehicles turning.I do not feel that this would serve any purpose to residents and would be an expense we all could do without. I do agree with the narrowings at the western end.
	1		
		1	No markings or singage at exit from Belham Apartments car park. Most traffic going wrong way. Another issue is the long waiting time of some taxis.
		1	
Other			
	1		The proposed scheme does not impact on Strawberry Green. However, concerned with lack of DYL's outside entrance on Beresford Rd. Restricts access for emergency vehicles.
TOTALS	30	11	